BANGOR DAILY WHIG AND COURIER

BY WHEELER & LYNDE. SATURDAY MORNING, OCTOBER 11, 1856. VOLUME XXIII.....NUMBER 88.

THE BANGOR

DAILY WHIG & COURIER

IS PUBLISHED MORNINGS,

at Three Dollars a year.

WHEELER & LYNDE, Proprietors.

THE BANGOR COURIER,

IS PUBLISHED EVERY TUESDAY,

at Two Dollars and fifty Cents a year in advance, or Two Dollars a year if not paid in advance.

JOB WORK OF ALL KINDS,

with Neatness and Despatch.

WHEELER & LYNDE.

Mortgage Sale OF FURNITURE,

No. 4 Mills' Block, Exchange Street.

FURNITURE, FEATHERS, MATRASSES, &c., &c.,

REDUCED PRICES,

No. 4 Exchange Street.

A New Lot OF Fans, Fancy Goods, CLOCKS,

Knives, Scissors, Toys, &c.

For Sale Low.

DANIEL C. STONE,

FAIRBANKS'

SCALES,

of every variety,

3 Selby Street, Boston.

New City Coach.

HATS — HATS!

AT WINGATE'S NEW STORE!

NICHOLS & GERRISH,

Melodeons and Seraphines,

H. R. COBURN'S

OIL WORKS

ESTABLISED 1842.

H. R. COBURN'S TALLOW OIL.

H. R. COBURN'S EXTRA OIL.

BOSTON

ADVERTISEMENTS!

B. R. Richardson & Co.,

Advertising Agents,

No. 8 Joy's Building, 61 Washington St.

BOSTON

MERCANTILE ACADEMY,

Mercantile Building, Summer Street.

EDWARD DANA,

Saddle and Carriage Hardware.

GAS FIXTURES—NEW PATTERNS.

GEO. B. FOSTER,

JOB WORK OF ALL KINDS,

Looking Glasses.

WILLIAM EVERETT,

Derbois' Female Compound and Restorative.

Daguerreian and Photographic Goods.

JOHN S. SAWYER & CO.,

Cary's Patent Rotary Force and Suction Pump,

YOUNG MEN WANTED

FAIRBANKS & BEARD,

Native Catawba and Isabella Wines.

Young Married Lady's Private Medical Guide.

STEAM ENGINES, Gang Saws & Mill Work,

BUILT TO ORDER.

Braithwaite's Retrospect,

AMERICAN Anodyne and Mustang, just received and for sale by

SAMUEL DEARING.

Boston Cards—Continued.

BOOTS AND SHOES.

WATER COOLERS.

SPALDING'S ROSE MARY

GUNPOWDER.

Marble Mantles Cheaper than Imitation!

Health and Strength!

DR. CONVERS'

INVIGORATING CORDIAL, AND NERVOUS ANTIDOTE.

Men's and Boys' Clothing,

SMITH & CROCKER,

READY MADE CLOTHING,

DEAFNESS CURED,

TICKING of a WATCH can be heard.

Ladies' Hair Dressing Saloon.

Boston Cards—Continued.

SPORTSMAN'S WAREHOUSE,

WANTED IMMEDIATELY,

BOSTON LUNG INSTITUTE,

Curtain Fixtures.

HARTSHORN'S

Patent Sliding Spring Fixture,

STEAMBURG'S MERCANTILE

HAIR DRESSING SALOON

DENNIS & JOHNSON,

Bar, Loop, Sheet and Boiler Iron, Ship and Railroad Spikes,

SAMUEL CLIFFORD,

DRY GOODS WAREHOUSE.

CHARLES COPELAND,

CONFECTIONER,

WANTED.

CALIFORNIA.

W. S. BARRY & CO.,

Gunniel Steamship Through Ticket Office

FEARING & HINCKLEY,

Ship Chandlers,

Manufacturers of Cordage,

A. NEWHALL & CO.,

PIANO FORTE MAKERS

Hallet, Davis & Co's

CELEBRATED

PIANO FORTES.

J. M. TRACY

STANLEY HOUSE,

THE HATCH HOUSE,

Main Street, Bangor, Maine.

THEODORE PAINE,

Long and Short Lumber,

TREMONT MILLS.

Teas, Coffees, Chocolates, Cocoas, Spices &c.

E. E. DYER & CO.,

The Smithsonian House,

BROADWAY, NEW YORK.

A. NEWHALL & CO.,

PIANO FORTE MAKERS

Hallet, Davis & Co's

CELEBRATED

PIANO FORTES.

J. M. TRACY

SIXTH SEASON

—OF—

OLIVER A. LUNT'S

Dancing Academy!

Lewis' Block—Main St.

LOVE'S MARKET.

TAKE NOTICE!

FRESH

—AND—

SALT MEATS,

Smith & Laughton's Market.

NEW FISH MARKET!

—ON—

Central Street.

JOHN TABOR & CO.

Fresh and Salt Fish,

BICKFORD,

13 & 14 NOROMBEGA.

Whig and Courier.

Dr. Kane's Arctic Explorations

An Arctic Adventure.

The splendid volumes of Dr. Kane's new work upon the Arctic Explorations are now ready for circulation. They contain nearly 600 pages each of handsome octavo, with 22 fine steel plate full page engravings, and about 300 superb wood engravings. There are already 30,000 subscribers to the work, and the publishers, (Messrs. Childs Peterson & Co. of Philadelphia) think they shall print at least 100,000 the first year.

We have been politely presented with some of the advance sheets of the work, from which we select for our readers the following specimen of arctic adventure.

We passed Murchison Channel on the 22d, and encamped for the night on the floe-edge in the lane of Cape Parry; a hard day's travel, partly by tracking over ice, partly through portentous and zigzag leads. The next day brought us to the neighborhood of Wise's Island, one of the most interesting of mountain-tops that ever themselves along the coast of any country. It is a region more familiar to the bird, it would be a landmark to the navigator. It rises from a field of ice like an Egyptian pyramid surrounded by an obelisk.

I had been anxious to communicate once with the Esquimaux or Netchilli, in the hope of gaining some farther intelligence of Hood, Back, Richardson, &c. Ebierbing had given me, in his own style, a complete itinerary of this region, and we had no difficulty in instructing Sidney how to trace his way across the neck of land which opened between us and the settlement. He made the attempt, but found the drift impracticable; and Peterson, whom I sent on the same errand to Tessiusak, returned equally unsuccessful.

The next day gave us admirable progress. The floe-pack in leads before us, sometimes bottoming, but, on the whole, favoring; and for sixteen hours I never left the helm. We were all but exhausted when the day's work came to a close. Our allowance had been small from the first; but the delays we encountered made me reduce them to what I then thought the maximum quantity, six ounces of bread each and a lump of tallow the size of a walnut—a potato or biscuit, made of the flour before meeting out in the morning, and distributed occasionally throughout the day in scanty portions, was our only fare. We were all of us cold when running the boat under the lee of a berg, we were able to fill our pockets with snow and boil up for our grog; regularly we felt, I may remark, that, under the circumstances of most privation, I had no comfort so welcome to the party as this. We drank immoderately of it, and always with advantage.

While the men slept after their weary labor, McGary and myself climbed the berg in view ahead. It was a saddening one. We had lost sight of Cary Island; but there was no Westenholme Channel; the ice seemed to have had not yet begun to yield to the influences of summer. Everything gave us to understand the last winter had been. We were close upon the latter July, and had a right to consider the North Water of the whalers when we had solid ice or close pack, both of the most equally un-available to our progress. Far off in the distance—how far I could not measure—to the Dalrymple Rock, appearing from the lofty precipice of the island as a mere but between us and it the land-ice presented itself to the base of Saunder's Piedmont Glacier to the South.

The next day's progress was of course slow and wearisome, pushing through all openings and waiting for the land ice. We had not got just to the west floe near the shore, finding our harbor in a cake which opened with the cracking of rifle-balls.

The imperfect diet of the party was telling its story and more in the decline of strength of power. They seemed scarcely aware of it themselves, and referred the difficulty they found in dragging and pushing to something uncommon about the ice or sledge rather than to their own weakness. But, as we had always one or two ready our labors through the morning fog, built a small cairn by ice-blocks of a portant and rugged as to defy our gillery to cross them, for truth seemed to burst upon every one. We had lost the feeling of hunger, and were almost satisfied with our pint broth and the large draught of tea which accompanied it. I was anxious to spend another small load, the Erie, across the Intermediate Hill at Ayah, where I knew from the Esquimaux we should find plenty of birds; but the strength of the party was insufficient to drag it.

We were early disheartened, and could only wait for the log to rise, in the hope of some smaller platform than that which was about us, or some lead that might save us the painful labor of tracking. I had chained the ice-hook, and there was nothing in view except Dalrymple Rock, with its red brassy tint, now in the unknown distance. But Finally got back to my boat, before a gale struck us from the north-west, and a floe, taking upon a cusp of ice about a mile to the north of us, began to swing upon it like a pivot and close slowly in upon our narrow resting-place.

At first our own floe was driven before the wind; but in a little while it encountered the stationary ice at the foot of the very rock itself. On the instant the wildest imaginable ruin rose around us. The most spring mechanically such one to his station, hearing nick the boat, and stores, but I gave up for the moment all hope of our escape. It was but a supposition as I pointed to acute navigators; but the whole platform, where we stood and for hundreds of yards on every side of us, crumbled and crushed and piled itself, tossed itself madly under the pressure. Indeed not believe that of our little body or men, all of them disciplined in trials, able to measure danger when combatting it,—I do not believe there is one who that day can explain how or why—but all when, at last—we found ourselves afloat. We only know that amidst an uproar utterly indescribable, through which the bellowing of a thousand trumpets could no more have been heard than the voice of a man, we were shaken and raised, whirled and let down again, in a swelling vessel of broken hummocks, and as the men grasped their boat hooks in the stillness that followed, the floes ranged away in a tumultuous shroud of ice and snow and water.

We were born along in this manner as long as the unbroken remnant of the floe in above the continued revolving—utterly powerless, and catching a glimpse every now and then of the frozen head and that looked down on us through the snowy sky. At last the floe brought up against the rocks, the looser fragments that hung around it began to separate, and we were able by oars and boat hooks to force our battered little frolic a clear of them. To our joyful surprise, we soon found our-

...scriptions at the land warrants...
...enough to give you room and with the...
...assured you of its early...
...I observed we saw the same...
...ding wall of boiler...at Sunbeam and Mak...
...Ivy. We will along its margin, striking...
...val other coming of accessories work of...
...whether [illegible] the men began...
...drawing in...but there was nothing to hold...
...but get a grip out to the bolt and hold on...
...for the rush. The Hop steamer...
...to [illegible] with [illegible] and...
...all [illegible] were duly elected. It was...
...while [illegible] was not out to...
...exertion that was kept [illegible]...
...and [illegible] of...
...ice which [illegible]

Whig and Courier.

Wheeler & Lynde, Proprietors

SATURDAY, OCT 11, 1856

National Republican Nominations.

FOR PRESIDENT

JOHN C. FREMONT,

OF CALIFORNIA.

FOR VICE PRESIDENT

WILLIAM L DAYTON,

OF NEW JERSEY.

FOR GOVERNOR

NOAH SMITH, Jr. of Corinth
SIMON PERHAM of Wordsworth
ENOCH CHASE of Portland
MOSES MCFARLAND of Bath
JAMES MORTON of Bucksport
EDWARD SANBORN of Gardiner
AARON HUNTON of Orland
ISAAC CROSS of Lincoln

[IN WHIG BANGOR JOURNAL INFORMATION WHAT CANDIDATES SUPPORT TO THE PRESIDENCY AND VICE PRESIDENCY.]

[Journal has made no reference to the above full and explicit declaration. We have given the information for the benefit of those who may refuse to do it themselves. We had supposed that every man would exercise the right of voting for the candidates of his choice, but it seems that the Democratic party does not encourage such a privilege. We have no desire to keep...]

[The Democratic State Committee have chosen to keep their candidates for Governor and Presidential Electors in the dark as to their position on the Kansas question. Until the storm of public indignation at their course shall have subsided, they will probably keep their candidates in the background. We can afford to wait. The people will not be deceived. They will not support a party which refuses to declare its principles before the election. Those who vote for Democratic candidates will vote for men who refuse to tell whether they are in favor of the admission of Kansas as a free State or a slave State. Will the Democrats of Maine support such candidates? We shall see on the second Monday of September next.]

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Small Encouragement.

The Portland Argus tries to express some hopeful views, touching the result of the Presidential election, because the New York Tribune does not yet announce the votes of Indiana and Pennsylvania and New Jersey as certain for Fremont

We are willing to take all the comfort from this source that there be will admit—particularly remarking that the Tribune in this campaign has adopted the jockey all argument, rather *under* estimating than over estimating the chances in favor of the candidate whom it supports. But when the Argus says that the Tribune talks *less* hopeful about the above States than it formerly did—that the Tribune is waiting &c—we should be allowed to say that the Argus has—at least under a misapprehension. Two months ago, the Tribune made a detailed estimate of the votes of the different States, and in that table it put down Indiana New Jersey and we think Pennsylvania also, as very doubtful States. Now they may be carried by large majorities for Fremont but we urge upon our friends that perseverance is necessary to do it

The Tribune considered Maine a doubtful State so far as the Governor's election was concerned—it only so considered it a necessary step for the Republicans to take at the election. Humility by the people ever be left the other candidates. And it should be *a day of rejoicing* when they began to come up and struggle for Hamlin

Will the Argus employ one of its hundred eyes in reckoning whether the Tribune does the State of September, as to the chances in Maine

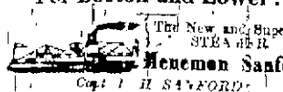
Maine holds her State election to-day, and chooses a Governor, Members of Congress and [illegible] an offer by Buchanan men and papers. The [illegible] Buchanan men and papers. We [illegible] noon, hoping the ruby to poll [illegible] to keep [illegible] they [illegible] [illegible] due—two hitherto [illegible] [illegible] [illegible]

McALLISTER'S
Descriptive Catalogue,
ES, 150 ILLUSTRATIONS.)
Mathematical and Philosophical
ents, furnished gratis on applica-
by mail free of charge to all parts
States and Canada.
—Mathematical Drawing Instru-
ments, Spy Glasses, Levels, Pocket Compasses,
Polyscopes, Stereoscopes, Gyascopes, Tape Measures, Surveying
Compasses, Camera Obscuras, Magic Lanterns, Hunting Watches, the broadest
variety of Jewelry ever exhibited in this country, at the lowest prices, at
No. 48 Maiden Lane, Governor Hunt's old stand, a few doors from Fulton st., Wall street, in opposition
to the Post Office, New York.
N. B.—Any article not satisfactory may be returned and the money will be refunded.
JAMES W. McALLISTER.
(Established 1850.)
No. 48 Maiden Lane, corner of Gold st., Wall street, in opposition to the Post Office, New York.
McALLISTER & BROTHER,

STEAMERS.

Sanford's Independent Line!

For Boston and Lowell.



The New and Superior STEAMER

Menemon Sanford,

Capt I H SANFORD.

1200 tons burthen, built expressly for this passenger Steamer

Leaves Bangor for Boston every Monday and Thursday Evenings at 8 o'clock, touching at all the usual landings on the river Kennebec, and every Tuesday Morning at 6 o'clock touching at Portland, and arriving in Boston at an early hour in the evening.

—RETURNING—

Leaves Long Wharf, South side, Boston, for Bangor every Wednesday and Friday afternoon at 5 o'clock touching above.

Passengers taken at Bangor for Rockport, and Passengers to Boston, $2 00, to Portland $1 50, from Camden and Rockland to Boston $2 00 to Lowell $3 00 from Camden and Rockland to Boston $2 00 to Lowell $3 00. Meals extra

No Freight taken on Monday's, Burning Fluid, or other combustibles.

All freight must be accompanied by a Bill of Lading, or no delivery.

Agents at Boston.

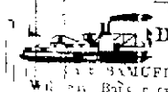
Tyler Wood, Thompson Of Tyler & Co., Pinkham, J W Ritchie on Brook st C C Cox, Newburyport Jo E D Dyer, Boston I M Ward, Camden M W Farwell Rockland

LOOMIS TAYLOR, Agent.

April 26, 1856 tf

FOR

Portland, Boston and Lowell.



The Steamer

Daniel Webster,

of 400 Tons Burthen,

SAMUEL BLANCHARD Master,

Will leave Bangor every MONDAY, Wednesday and Friday afternoons at 5 o'clock, and for Portland immediately on the arrival of the Cars from Boston, touching at Hampden, Belfast, Camden and Rockland, Northport, Belfast, Camden and Rockland, and will leave Portland every Tuesday, Thursday and Saturday Mornings at 8 o'clock, arriving in Boston at an early hour in the evening.

RETURNING

Leave Portland for Bangor same evenings on arrival of Cars from Boston, touching as above.

FARE—From Bangor, Hampden, Frankfort and Belfast to Portland $2 50—to Boston $3 50—to Lowell $3 50. From Camden and Rockland to Portland $2 00—to Boston $3 00—to Lowell $3 00. From Camden and Rockland to Portland $1 50—to Boston $2 50—to Lowell $2 50. Way Fares in the same proportion. No Passengers taken on the Deck Passage reduced to one half the usual rates. No Liquors allowed on board.

For freight or passage apply to JOHN RILEY, or on board the Steamer Newport or Daniel Webster.

EMERY & FOX

No 1 Brown's Wharf, Portland

may 5 dtf

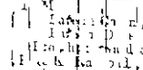
California Steamers,

Carrying the United States Mail

5th and 20th of each Month.

Greatly Reduced Prices—150 lbs Baggage Free!

Through Tickets, including transit of the Isthmus of Panama R R,



By order of the Postmaster General, the United States Mail Steamship Illinois, Captain Schenck, will leave New York on the 5th and 20th of each month,

Passengers will land at the Railroad Depot, Aspinwall, and proceed across the Isthmus to Panama, (*a distance of forty-seven miles*,) where the splendid steamers of the Company will be in readiness to receive them. Through Tickets, including meals on the Isthmus, can be had in *four hours, entirely by land*, thus avoiding the fatigue, seasickness, exposure by night in open boats often attending, and the Fifties of danger on the river navigation over rocks and shoals.

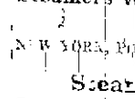
Arrangements are now being completed so that the regular U S Pacific Mail Steamer will leave Panama for San Francisco immediately on arrival of the Atlantic Mail Steamers, thus securing passengers by the Mail Lines a *sure* and *short* passage, without any detention on the Isthmus.

No extra charge is made for the transit of the Isthmus, which is in all cases to be accompanied by one of the Company's Agents, whose services will be rendered gratuitously. Tickets can only be obtained at the *only authorized Office*, No 177 for the Atlantic and Pacific Mail Steamship Companies, in the city of New York, corner of Wall and Water streets, where all information can be had, and tickets procured for the Atlantic and Pacific Mail Steamships Company's lines, at the office of the Company, No 16 Broad street, Boston

C L BARTLETT, Agent.

August 1, 1855 1y

Land for Sale,



Lots of Land, suitable for House Lots well situated, will be sold, part of them large to convene those who want for large Fruit and Vegetable Gardens joining their houses.

Also one Lot joining the city, where from 15 to 30 acres can be furnished on important streets leading to the country, a part of it having a commanding view, now occupied for a granite field, but will soon be wanted for elegant mansions for building lots.

Also good Farming Land on a good road, two miles from the city with wood and timber on it if same made liberal. For information please to call at the office of the Whig and Courier.

RAIL ROADS.

Ken. and Portland and Somerset and Ken.

RAILROADS.

Fall Arrangement,

COMMENCING MONDAY, Sept 29, 1856

Leave Kendall's Mills for Augusta at 6 20 A M Portland, and Boston, at 6 20 A M

Leave Kendall's Mills for Augusta at 6 20 A M and 7 15 P M,

Leave Augusta for Bath, Portland and Boston at 5 20 and 10 20 A M

Leave Portland for Bath and August at 7.10 A M and 1 00 P M

Leave Augusta for Kendall's Mills at 7 0 A M and 4 00 P M.

Leave Portland for Waterville, Kendall's Mills and Bangor at 1 P M

Passengers leaving Bangor in the 6 30 P M train can stop in Augusta over night and take the 5 20 A M train for Portland and Boston.

The 1 00 P M train from Portland connects with the 7 30 A M train from Boston and passengers can reach Bangor same evening.

Through tickets can be had at the Eastern and Maine Depot, for all stations on the road—also for Pittsfield, Newport and Skowhegan

E C HYDE, *Supt.*

Bath, Sept 25, 1856

Penobscot and Kennebec RAILROAD.

SUMMER ARRANGEMENT

ON and after Wednesday, May 7, Trains on this Road will run daily (Sundays excepted) between Bangor and Waterville as follows:

	Passenger	*Passenger and Freight*
Leave Bangor	7 00 A M	1 30 P M
Arrive at Waterville	9 25 A M	4 00 P M
RETURNING.		
Leave Waterville	5 P M	9 00 A M
(on arrival of train from Portland)		
Arrive at Bangor	7 25 P M	11 30 A M

Fare from Bangor to Boston $6 00.

" " Portland, $3 50.

The Passenger Train from Bangor connects at Dexter, Mill with train for Foxcroft and Dover, Rio de Roach, Guilford and Abbott Station for through train to Dexter and Lowell daily.

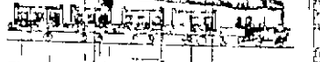
SAILING CONVENIENCE.

At *Newport*, Dexter, Foxcroft and Monson, connect with Sebec Lake; at *Pittsfield*, with Steamboat Hartland, Harmon, Cambridge and Athens, connect with trains on Railway.

WILLIAM CULLEN, Supt

Bangor, May 5, 1856 tf

Bangor, Oldtown, and Milford Rail Road Company.



Summer Arrangement.

ON and after MONDAY, the 29th of Sept., the Trains will run as follows:

Leave Bangor—At 6 o'clock A M, 12 o'clock M and 4 30 P M.

Leave Milford—At 7 o'clock A M, 1 o'clock P M, and 5 P M.

Leave Oldtown—At 7 o'clock A M, 2 o'clock P M, and 5 P M.

Leave Milford for Bangor at 11 o'clock A M, connecting with the Steamboat at Oldtown, for Lincoln and Matawamkeag, Portland and the Eastern cars at Old Town at 2 o'clock P M, and with the return train at Milford at 3 o'clock P M.

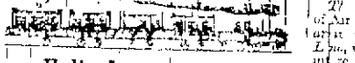
Passengers will be taken to Boston for $2 50, Portland $2 00, Lowell $2 50, Lincoln $1 50, Mattawamkeag $2 00, Milford 25 cts, Oldtown 50 cts.

Freight taken at reasonable rates.

Bangor, April 29, 1856 tf

(City papers)

Androscoggin and Kennebec RAILROAD.



Fall Arrangement.

ON and after MONDAY, Oct 1, 1856, and until further notice, trains will run daily (Sundays excepted) on this Road between *Brunswick* and *Farmington*, connecting with trains for Boston as follows:

Leave Brunswick at 7 45 A M and 2 30 P M

Arrive at Farmington at 12 30 P M and 7 15 P M

Leave Farmington at 7 45 A M and 2 30 P M

Arrive at Brunswick at 12 30 P M and 7 15 P M

Through Tickets can be procured at the office in Brunswick, for Boston, Portland, Lewiston, Augusta, Gardiner, Hallowell, Bath, Waterville, Skowhegan, Norridgewock, Anson, Madison, Solon, Bingham, Kingfield, Phillips, Strong, New Portland, Carrabassett, Stratton, Eustis, Flagstaff, Dead River, Canada, and all intermediate places.

SAFE CONVEYANCE.

At *Farmington*, connection is made with Coaches for Strong, Phillips, Kingfield, Carrabassett, Stratton, Eustis, Flagstaff, Dead River, Canada, and all intermediate places.

Passengers, by taking the Steamer Daniel Webster, every Monday, Wednesday and Friday, from Bangor, Belfast, and Rockland, and at Waterville with the Kennebec and Portland Railroad, and at Augusta with the Androscoggin and Kennebec Railroad, by this train, reach Danville Junction in season for through train at 3 P M, and arrive in Portland at 6 P M, and Boston at 9 P M, the same evening.

Passengers, by taking the Steamer Daniel Webster, every Tuesday, Thursday and Saturday, from Portland, Rockland, and at Waterville with train from the Androscoggin and Kennebec Railroads, by this train, reach Danville Junction in season for through train at 9 P M, and arrive in Portland at 12 P M, and Boston at 3 A M, the next morning.

Passengers leaving Boston in the 7 30 A M train, reach Bangor at 6 P M, and Portland at 3 P M, the same evening.

Passengers leaving Boston in the 7 30 A M train, reach Augusta at 5 P M, and Waterville at 6 P M, the same evening.

Passengers leaving Boston in the 7 30 A M train, reach Portland at 3 P M, and Bangor at 6 P M, the same evening.

Passengers leaving Boston in the 6 P M train, reach Portland at 2 A M, and Bangor at 5 A M, the next morning.

Passengers leaving Boston in the 6 P M train, reach Augusta at 1 A M, and Waterville at 2 A M, the next morning.

Passengers leaving Boston in the 6 P M train, reach Bangor at 5 A M, the next morning.

Passengers leaving Boston in the 6 P M train, reach Portland at 2 A M, the next morning.

Passengers leaving Boston in the 6 P M train, reach Augusta at 1 A M, the next morning.

Passengers leaving Boston in the 6 P M train, reach Waterville at 2 A M, the next morning.